



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 3PROJECT Terminals 5 and 6 Maintenance DredgingCONTRACT NO. 52374/00D090CONTRACTOR Hickey MarineSUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Friday, February 2, 2001REPORT NO. 012WEATHER Overcast to Partly Cloudy, occasional light rainTEMPERATURE 45 - 50**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine - Foreman, Operator, Pile Buck
Port Navigation - Navigation Manager, Captain, Crane
Operator, 2 Deck Engineers

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - SeaHawk Manitowoc 3900 Crane Barge, Dredge
Barge (Dump Scow), 6 c.y. Clam Bucket, Outboard Boat
Port Navigation - 67 Ton Water Crane, Rental Spud Barge,
Landing Barge, WLW Tugboat, Tender Don, Hickeys' Dredge Barge
(Dump Scow), Toyo Pump

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

8:50 am Per telecon with Jeff (Port Dredge Captain), he anticipated that the pumping of the dump scow would be completed about 12:30 pm. I informed Jeff that I would confirm Sunday night dredging with Gail (OPS) and Hickey Marine and notify him.

9:00 am Per telecon with Walt (Port Engineer), he was planning to sample water today. I provided an update of the project activities.

10:00 am Per telecon to Greg Speyer (Hickey), he will dredge on Saturday night. Greg inquired about the availability for dredging at 2:00 pm today.

10:15 am I confirmed with Lety (OPS) that Berth 603, from the 2275 to 2530 foot mark, was open for dredging. Also, tonight at about 1800 she expected that Berth 605 would become available until about 1:00 am. She indicated that Berth 603 and Berth 604 appeared to be accessible for dredging on Saturday and Sunday. Lety will work on confirming this as well.

10:35 am Per telecon to Greg Speyer (Hickey), he will probably start at Berth 603 tonight and move to Berth 605 when it becomes available. He will discuss this with Cliff (Hickey). He also stated that he would dredge at Berth 603 and Berth 604 on Sunday.

10:50 am Per telecon with Jeff (Port Dredge Captain), Sunday morning pumping would probably be required. I indicated that Lety (OPS) would confirm. If so, the Port would pump at 6:00 am on Saturday, Sunday and Monday morning.

Per telecon with Lety, she will fax to me the ship layout for Friday, Saturday and Sunday.

Per telecon with Tim Hagedorn (Hagedorn Survey), I indicated that we might need post-dredge survey for Berth 605 tonight.

11:30 am I discussed the survey and dredging schedule with John (Port CCM). John believed we should wait for more dredging area to be completed before conducting the post-dredge survey.

11:45 am Per telecon with Lety, I confirmed that we would dredge at Berth 603/604 on Saturday and Sunday. I requested when the next available opening at Berth 605, in order to conduct the post-dredge survey.

Per telecon with Greg Speyer (Hickey), I informed him that he was set up to dredge on Saturday and Sunday night. Greg indicated that he would be set up at Berth 603 at 2:30 pm today and should be dredging by 3:30 pm. They may decide to move to Berth 605 at 6:00 pm.

Per telecon to Lety, I confirmed that the barge could stay in Berth 603 and Berth 604 from Saturday through Sunday night. I notified Lety that Hickey would start at Berth 603 at 2:30 pm today and might move to Berth 605 when it became available.

11:55 pm Per telecon to Jeff (Port Dredge Captain), they finished pumping about ½ hour ago.

USEPA SF



1286456

PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Friday, February 2, 2001 REPORT NO. 012WEATHER Overcast to Partly Cloudy, occasional light rain TEMPERATURE 45 - 50

I notified Walt (Port Engineer) that dredging would start at about 3:30 pm.
Per telecon to Tim Hagedorn, I informed him that we would survey a larger area sometime next week.

2:00 pm Per telecon with Lety, there was no access for dredging on Monday. On Tuesday, there were only barges scheduled thus far. Wednesday was open at all three berths. I contacted Tim Hagedorn and indicated that we might survey all three berths on Wednesday.

2:45 pm Per telecon with Greg Speyer (Hickey), he confirmed that they would be moving to Berth 605 later tonight.

3:00 pm Per telecon from Greg Speyer, Tidewater informed him that they had 3 barges in Berth 605. They did not plan to move them until shortly before the 2:00 am ship arrival. I notified Lety.

Hickey was dredging at the 2380 foot mark of Berth 603. The draft opposite the pump house was at 6 feet.

I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was 30 feet downstream from the dredge bucket and was moving slightly upstream. Walt (Port Engineer) and Hart Crowser (Environmental Consultant) were taking water samples downstream from the dredge bucket.

Per telecon from Greg Speyer, the B6 and No. 22 barges were the two barges that were conflicting with the dredging at Berth 605.

Hickey straddled the 4 inch screen over Barge Bin No. 3 and 4.

3:40 pm Per telecon from Brian (Vessel OPS), the barges at Berth 605 would be moved by 4:00 or 4:30 pm. I notified Lety and Greg Speyer.

4:00 pm The turbidity plume was 25 feet downstream from the dredge bucket and was moving slowly upstream. The barge draft opposite the pump house was at 7 feet. Hickey was dredging at the 2425 foot mark of Berth 603.

4:25 pm I observed that the barges at Berth 605 were being moved from the berth.

4:40 pm Dredging continued at the 2450 foot mark of Berth 603. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was about 40 feet downstream. The barge draft opposite the pump house was at 8 feet.

4:55 pm Hickey advanced the barge downstream along Berth 603.

5:45 pm Hickey was dredging at the 950 foot mark of Berth 605. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was about 80 feet downstream. The barge draft opposite the pump house was at 9.5 feet. Barge Bin No. 3 and 4 were overflowing into Barge Bin No.2 and 5. feet.

Per telecon with Greg Perkins (Hickey), I informed him that the ship at Berth 605 would be tied up to the bollard at the 1145 foot mark of Berth 604. I indicated that I would try to move the line to the bollard at the 1025 foot mark.

6:45 pm Per telecon to Vessel OPS, I inquired if the line to the bollard at the 1145 foot mark of Berth 604 could be tied up to the bollard at the 1025 foot mark instead. They indicated that was not possible. I notified Greg Perkins.

According to Port Security, the ship at Berth 604 would be leaving at 2:00 am.

7:20 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Hickey was

PROJECT	Terminals 5 and 6 Maintenance Dredging	CONTRACT NO.	52374/00D090
----------------	---	---------------------	---------------------

CONTRACTOR Hickey Marine **SUPERINTENDENT** Greg Speyer

DAY OF WEEK & DATE: Friday, February 2, 2001 **REPORT NO.** 012

WEATHER Overcast to Partly Cloudy, occasional light rain **TEMPERATURE** 45 - 50

dredging at the 1000 foot mark of Berth 605. The barge draft opposite the pump house was at 11.5 feet. Barge Bin No. 3 and 4 were filled with material. The water level in Barge Bin No.1 and 2 was to the top and ¼ full respectively.

7:45 pm Hickey advanced the barge downstream along Berth 605.

8:45 pm Per telecon from Greg Speyer, he informed me that he wanted to observe the pumping operation tomorrow. I gave him Jeff's cellular phone number. Greg scheduled a tugboat for 2:30 pm tomorrow to pick up the empty barge.

I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Hickey was dredging at the 1070 foot mark of Berth 604. The barge draft opposite the pump house was at 14 feet.

9:00 pm Hickey moved the screen to straddle Barge Bin No.5 and 6.

9:15 pm Dredging resumed. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

10:25 pm The water level in Barge Bin no.1 was less than 12 inches below the top of the barge. Barge Bin No.5 and 6 were partially filled with water and material.

10:45 Hickey was dredging at the 1170 foot mark of Berth 604.

11:35 pm I arrived on site and observed that Hickey ceased dredging. They pulled themselves downstream to tie up in-between the ship at Berth 604 and the ship scheduled to arrive tonight at Berth 605. The barge draft at the pump house end of the barge was 11 feet, and 14 feet at the other end.

12:10 I met with Greg Perkins (Hickey). He indicated that they dredged up to the area previously dredged at the 1200 foot mark of Berth 604. The screen was moved to Barge Bin No.1.

I contacted Port Security and requested that they take a look at the crane barge spotting on Berth 604.

12:15 pm I met with the Port Security Officer. He indicated that the crane barge spotting was acceptable. I left the site.

TESTS PERFORMED:

PHONE LOG:

SITE PHOTOS/VIDEOS TAKEN:

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:

INSPECTOR Frank Schmidt HRS DATE

(signature on hardcopy)---